Item 4.1 Euro-Asian Transport Links

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EATL Objectives

• The Euro-Asian Transport Links (EATL) project aims to make the overland transport between the two continents efficient, fast, safe and competitive.

• Designated National Focal Points (NFP) in the participating countries were to identify main EATL road and rail routes for priority development, regional cooperation and coordination.

• EATL Expert Group is the cooperation platform for the coordinated development of coherent Euro-Asian inland transport links.
## EATL rail routes comparison

<table>
<thead>
<tr>
<th>Scenarios</th>
<th>Route</th>
<th>Rail</th>
<th>Maritime</th>
<th>Best Transport Means</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scenario 1:</strong></td>
<td>Khabarovsk (Russian Fed.) to Potsdam (Germany)</td>
<td>6 967.00</td>
<td>341</td>
<td>6 533</td>
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<td>EATL Route 1</td>
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<td><strong>Scenario 2:</strong></td>
<td>Hangzhou (China) to Kaluga (Russian Fed.)</td>
<td>4 714.65</td>
<td>277</td>
<td>6 786</td>
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<td>EATL Route 2</td>
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<td><strong>Scenario 3:</strong></td>
<td>Tashkent (Uzbekistan) to Varna (Bulgaria)</td>
<td>5 946.00</td>
<td>165</td>
<td>7 550</td>
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<td>EATL Route 3</td>
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<td><strong>Scenario 4:</strong></td>
<td>Almaty (Kazakhstan) to Istanbul (Turkey)</td>
<td>5 881.00</td>
<td>250</td>
<td>4 970</td>
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<td>EATL Route 4</td>
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<td><strong>Scenario 5:</strong></td>
<td>Morvarid (Iran) to Pushkin (Russian Fed.)</td>
<td>6 390.50</td>
<td>256</td>
<td>3 310</td>
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<td>EATL Route 5</td>
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<td><strong>Scenario 6:</strong></td>
<td>Ussuriysk (Russian Fed.) to Kyiv (Ukraine)</td>
<td>5 857.00</td>
<td>289</td>
<td>6 290</td>
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<td>EATL Route 6</td>
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<td><strong>Scenario 7:</strong></td>
<td>Shanghai (China) to Warsaw (Poland)</td>
<td>8 937.00</td>
<td>446</td>
<td>6 300</td>
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<td>EATL Route 7</td>
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<td><strong>Scenario 8:</strong></td>
<td>Krasnodar (Russian Fed.) to Kaliningrad (Russia)</td>
<td>1 595.00</td>
<td>70</td>
<td>5 050</td>
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<td>EATL Route 8</td>
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<tr>
<td><strong>Case Study / Car Manufacturer</strong></td>
<td>Vesoul (France) to Kaluga (Russian Fed.)</td>
<td>2 107.00</td>
<td>101</td>
<td>6 300</td>
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</tbody>
</table>
EATL rail route
EATL road routes
EATL Phase II findings

• The project provided clear evidence that the overland rail transport is not a myth or some distant future, but a viable reality.
• Competitive Euro-Asian rail transport, and its combination with that of maritime and road transport is feasible.
• Firms increasingly use the rail option in Euro-Asian trade.

• **BUT:** Non-physical obstacles to transport along the EATL routes remain.
EATL Phase III (2013-15)

• The principal objective for EATL in Phase 3 is to operationalize nine rail and nine road overland routes identified in previous EATL phases

• International Financial Institutions and the relevant national infrastructure development bodies ought to direct their activities to coordinate infrastructure investment plans, as well as to attract private investment

• Promote coordination and facilitation of financing of infrastructural projects
EATL Phase III (2013-15)

- Facilitation of transport by removing physical and administrative bottlenecks when crossing borders
- Further improve GIS internet free-access application and develop a web tool to compare inland transport options and maritime
- Funding – sponsors and hosts are welcome
EATL Phase III (2013-15)

• Number of countries increased from 27 (Phase II) to 38 countries
• Mandate extended for another year in May 2016
• Several Expert Group meetings in 2016 and 2017
• Draft Final Report prepared mid 2017
• Report was endorsed by the WP.5 in Geneva – 5 September 2017 and approved by the Inland Transport Committee in February 2018.
Report of the Phase III

• I Euro-Asian trade routes and freight flows;
• II Initiatives, project and studies along EATL routes;
• III Main obstacles hampering the development of Euro-Asian Transport Links;
• IV Euro-Asian Transport Links: Looking into the future; and
• V Conclusions and recommendations.
Findings of the Phase III

• Economic growth and growth of international trade is not driving the increase in freight flows as before;

• Markets created new opportunities (e.g. e-commerce) that can drive freight flows on inland routes between Europe and Asia;

• Railway transport is developing (block trains) - there is a need to make railways more competitive;

• Road transport does not operate on long distance;
Findings of the Phase III (II)

• Continuous progress in infrastructure and operations development has been made

• But progress and development is necessary to address non physical barriers
  - Bottlenecks: border crossings (delays mainly to process inefficiencies),
  - availability of permits,
  - visa procedures,
  - legal regimes,
  - poor service,
  - little flexibility for routing,
  - uncompetitive and changing tariffs.
Conclusions of the Phase III

• Cooperate and coordinate to: harmonize transport policies, facilitate procedures and standards along routes, and continue to improve infrastructure,

• Focus on:
  (i) transport policy making in general,
  (ii) institutional reforms and trade facilitation, and
  (iii) infrastructure improvements

Thank you

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